

CLASSIFICATION C-O-N-F-I-D-E-N-T-I-A-L

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

CD NO.

COUNTRY

Poland

SUBJECT

SUBJECTS (Continued) A-270268

DATE DISTR. 28 June 1955

NO. OF PAGES 3

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW) 25X1

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO. 25X1

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1. Schweidnitz aircraft field was located about 300 meters from the border of Schweidnitz (50 51 N / 16 30 E), about 50 meters south of the W-E highway to Breslau (51 06 N / 17 02 E). An open field was north of this road. A small settlement was located northwest of the field, about 100 meters from the edge of the field, and a sugar factory with a smokestack, about 80 meters high and with an obstacle light on top, was located about 150 meters to the northeast. The Breslau-Schweidnitz railroad line running in NE-SW direction extended east of the field. The Grunau estate was about 1 km southeast of the installation and the road leading from the village of Grunau to Schweidnitz ran south of the field. Flight obstacles were the afore-mentioned smokestack, the church steeple of Schweidnitz which was about 500 meters south-southeast of the field, and four warehouses of a Soviet supply unit south-southeast of the field. ¹
2. The Breslau-Schweidnitz railroad line served as supply line and a paved 6-meter road leading from Schweidnitz to the field served as approach road. The grass-covered landing field was in good condition and dried quickly after heavy rain. No concrete runway or taxiways were available, but the aircraft took off and landed without any difficulties on the grass-covered landing field. Between January 1952 and June 1954, no expansion work was done at the field. During the spring of 1954, the field was surrounded by barbed wire fence. ²
3. Single-engine aircraft were parked in revetments at the western edge of the field, and twin-engine transports were parked on the open landing field. No dispersal areas were seen outside of the field boundary. There were 8 to 10 wooden revetments for about 20 single-engine trainers. During the summer of 1953, the revetments were shifted 200 to 300 meters farther west, 50 to 60 meters from the western wire fence. After nightfall, the revetments were guarded by two sentries. ³ No hangars, repair hangar, or workshops were seen at the field. ⁴
4. The quartering buildings of the cadre personnel were located south of the field, along the Grunau-Schweidnitz road. One of the buildings housing the officers' club had been newly erected between January 1952 and June 1954. ⁵

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The training personnel, officers and EM, were quartered in Schweidnitz in a restricted area next to the railroad station. The student pilots mostly walked to the field but sometimes arrived by truck from Schweidnitz. ⁶

5. A fuel dump which was partially underground was located in the south-eastern section of the field. The underground section covered an area about 20 meters square. The underground containers were covered by 4 meters of earth. The refueling points were presumably located east of the fuel dump because tank trucks were repeatedly seen moving in this direction. The aircraft were refueled by small tank trucks which moved close to the aircraft. ⁷
6. One or several of the revetments on the western edge of the field possibly stored all types of material. A truck was repeatedly parked in front of a revetment and crates of various sizes were unloaded. It was considered possible that spare parts and equipment were stored outside of the field, probably in Schweidnitz. ⁸
7. Lighting facilities at the field included red boundary lights, runway lights, searchlights on trucks, and 1 or 2 rows of lights which illuminated the main direction of approach. ~~This direction of approach and its northeastern and southwestern extensions were separately illuminated by searchlights.~~ ⁹ A stationary ground wave station or DF station was not observed. Six to 8 radio trucks with antennas, some of them allegedly of American origin, were seen on the field. The size of the van-like superstructures differed. ¹⁰
 Meteorological instruments including a wind anemometer and a hygrometer were seen in an area about 3 meters square in the northwestern section of the field.
 The Soviets had direct telephone connections from the komendatura in Schweidnitz to the airfield, and to the Grunau estate. This estate like other farms was run by a Soviet Air Force unit. No information was available on a teletype office.
8. The soldiers of the Soviet Air Force unit wore earth-colored uniforms with black-bordered epaulets. The officers wore new uniforms with shirt-collar and neckties and blue collar patches with silver propeller insignia. Most of the officers ranged between 20 and 22 years of age while the EM averaged between 18 and 20 years.
9. About 22 single-engine trainers of two different types were stationed at the field. The first type aircraft had a radial engine while the other type had an in-line engine. The two aircraft were obsolete types which had been used for training purposes during the last years of the war. The field was also occupied by about 20 twin-engine aircraft, a Soviet conversion of the Douglas DC 3. Their engines and cockpits were covered with tarpaulins. No change in the aircraft types was observed during the period of observation. All of the aircraft stationed at the field bore the red Soviet star.

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10. Air activity at the field was conducted by Soviet pilots who repeatedly practiced local flights of some minutes duration. Five to 6 aircraft were simultaneously aloft making local flights. Air combat exercises, firing practices and other similar flights were not observed. Formation flying was usually performed by 3 aircraft and occasionally practiced by 6 to 7 aircraft but this was only very seldom. No flights were made during unfavorable weather. Night flying was intensive from dusk to about midnight. It appeared as if take-offs and landings were practiced. The student pilots allegedly received theoretical training in Schweidnitz.

1. Comment. The reported location of Schweidnitz airfield is correct. 25X1
2. Comment. This information confirms previous reports. 25X1
3. Comment. This information has been known since 1951.
4. Comment. Old hangars and ruins were observed in the northeastern section of the field in late 1953. They were presumably torn down in 1954.
5. Comment. Part of this information was reported previously. 25X1
6. Comment. These statements are correct. The student pilots were quartered in the former Grenadier Kaserne.
7. Comment. This information is received for the first time. 25X1
8. Comment. The storage of spare parts and equipment outside of the field, probably in Schweidnitz, is believed possible.
9. Comment. The information on the lighting facilities at the field is correct. 25X1
10. Comment. The reported number of 6 to 8 radio trucks is very large. The radio trucks were presumably used for ground-to-air voice-radio communications and radar purposes. 25X1
11. Comment. The description of air [redacted] agrees with previous information. The field was previously occupied by a pilot school where technical personnel were [redacted]. 25X1

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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY

Poland

DATE DISTR. 28 June 1955

SUBJECT

Swidnica (Schweidnitz) Airfield

NO. OF PAGES 3

PLACE
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DATE OF
REFSUPPLEMENT TO
REPORT NO.

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Schweidnitz airfield was located about 500 meters east northeast of the town border of Schweidnitz (50 51 N / 16 30 E), about 50 meters south of the A6 highway to Breslau (51 06 N / 17 02 E). An open field was north of this road. A small settlement was located northwest of the field, about 100 meters from the edge of the field, and a sugar factory with a smokestack, about 80 meters high and with an obstacle light on top, was located about 150 meters to the northeast. The Breslau-Schweidnitz railroad line running in NE-SW direction extended east of the field. The Grunau estate was about 1 km southeast of the installation and the road leading from the village of Grunau to Schweidnitz ran south of the field. Flight obstacles were the afore-mentioned smokestack, the church steeple of Schweidnitz which was about 500 meters south-southwest of the field, and four warehouses of a Soviet supply unit south-southeast of the field.

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2. The Breslau-Schweidnitz railroad line served as supply line and a paved 6-meter road leading from Schweidnitz to the field served as approach road. The grass-covered landing field was in good condition and dried quickly after heavy rain. No concrete runway or taxiways were available, but the aircraft took off and landed without any difficulties on the grass-covered landing field. Between January 1952 and June 1954, no expansion work was done at the field. During the spring of 1954, the field was surrounded by barbed wire fence. ²
3. Single-engine aircraft were parked in revetments at the western edge of the field, and twin-engine transports were parked on the open landing field. No dispersal areas were seen outside of the field boundary. There were 8 to 10 wooden revetments for about 20 single-engine trainers. During the summer of 1953, the revetments were shifted 200 to 300 meters farther west, 50 to 60 meters from the western wire fence. After nightfall, the revetments were guarded by two sentries. ³ No hangars, repair hangar, or workshops were seen at the field. ⁴
4. The quartering buildings of the cadre personnel were located south of the field, along the Grunau-Schweidnitz road. One of the buildings housing the officers' club had been newly erected between January 1952 and June 1954. ⁵

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The training personnel, officers and EM, were quartered in Schweidnitz in a restricted area next to the railroad station. The student pilots mostly walked to the field but sometimes arrived by truck from Schweidnitz.⁶

5. A fuel dump which was partially underground was located in the southeastern section of the field. The underground section covered an area about 20 meters square. The underground containers were covered by 4 meters of earth. The refueling points were presumably located east of the fuel dump because tank trucks were repeatedly seen moving in this direction. The aircraft were refueled by small tank trucks which moved close to the aircraft.⁷
6. One or several of the revetments on the western edge of the field possibly stored all types of material. A truck was repeatedly parked in front of a revetment and crates of various sizes were unloaded. It was considered possible that spare parts and equipment were stored outside of the field, probably in Schweidnitz.⁸
7. Lighting facilities at the field included red boundary lights, runway lights, searchlights on trucks, and 1 or 2 rows of lights which illuminated the main direction of approach. This direction of approach and its northeastern and southwestern extensions were repeatedly illuminated by 2 to 4 searchlights.⁹
A stationary ground radio station or DF station was not observed. Six to 8 radio trucks with antennas, some of them allegedly of American origin, were seen on the field. The size of the van-like superstructures differed.¹⁰
Meteorological instruments including a wind anemometer and a hygrometer were seen in an area about 3 meters square in the northwestern section of the field.
The Soviets had direct telephone connections from the komendatura in Schweidnitz to the airfield, and to the Grunau estate. This estate like other farms was run by a Soviet Air Force unit. No information was available on a teletype office.
8. The soldiers of the Soviet Air Force unit wore earth-colored uniforms with black-bordered epaulets. The officers wore new uniforms with shirt-collar and neckties and blue collar patches with silver broneller insignia. Most of the officers ranged between 20 and 22 years of age while the EM averaged between 18 and 20 years.
9. About 22 single-engine trainers of two different types were stationed at the field. The first type aircraft had a radial engine while the other type had an in-line engine. The two aircraft were obsolete types which [redacted] had been used for training purposes during the last years of the war. The field was also occupied by about 20 twin-engine aircraft, a Soviet conversion of the Douglas DC 3. Their engines and cockpits were covered with tarpaulins. No change in the aircraft types was observed during the period of observation. All of the aircraft stationed at the field bore the red Soviet star.

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10. Air activity at the field was conducted by Soviet pilots who repeatedly practiced local flights of some minutes duration. Five to 6 aircraft were simultaneously aloft making local flights. Air combat exercises, firing practices and other similar flights were not observed. Formation flying was usually performed by 3 aircraft and occasionally practiced by 6 to 7 aircraft but this was only very seldom. No flights were made during unfavorable weather. Night flying was intensive from dusk to about midnight. It appeared as if take-offs and landings were practiced. The student pilots allegedly received theoretical training in Schweidnitz.
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 11. Comment. The description of air activity agrees with previous information. The field was presumably occupied by a pilot school where technical personnel were also trained. 25X1

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